

Kaempff decided to stop the engines so that the draught that was evidently supplied through that part of the ship could also be shut out.

Through various evolutions the smoke continued to rise from the hold. Capt. Kaempff then ordered the deck to be flooded. This was done, the passengers climbing to the upper deck and to the fore-cabin.

An effort was then made to flood out the fire by cutting through the smoke deck into the fore-cabin through which the holes as thick and fast, however, that the plan had to be abandoned, as it was apparent that the draught operated by the openings was likely to do away with the fire into one of uncontrollable proportions.

An attempt to descend from the over-deck to the fire by way of the main hatch was also given up on the same account. Then all openings were closed to await daylight. The smoke in the fore-cabin was gradually increasing.

Carpets were hurriedly taken up, some of the passengers assisting the crew in the work.

These carpets were soaked with sea water and laid along the deck to help smother the fire. The smoke in the mean time began to find its way up through the deck seams.

No ship had yet been sighted anywhere along the horizon, and no signals of distress were sent.

A "pick-up" meal had been prepared by the steward, but the passengers were so much worried and wrought up that only a few of them partook of the meal. Those who did eat sparingly, without appetite, and apparently only to fortify themselves for still more startling experiences, which they expected.

The search for the fire and for means to reach it was kept up without intermission through the day, Oct. 23, Capt. Kaempff personally superintending the work.

During the afternoon one of the officers discovered that the steel plates along the starboard side of the ship were becoming hot, and he reported to Capt. Kaempff.

This news made the bearded old veteran of the line—whose reputation for carefulness and good management was well as good fortune, in international work as serious. What if the plates should become sufficiently heated to expand?

In that case the rivets would be drawn and seams opened in the side that might allow the sea to rush in and sink the ship.

The fire brigade was immediately divided up into gangs, to one of which was intrusted the duty of keeping those steel plates cool at any hazard. This was done by holding water from the sea to the deck and then letting it flow down the side over the plates.

In this way, the passengers, alternately assisting the crew and watching for a sign of a passing steamer, spent that day and night.

Tuesday morning early, Capt. Kaempff came to the conclusion that the measures must be taken at once, the fire having given no indication of dying out from lack of draught.

He called the crew together, and under his instructions the main hatch was torn off and streams of water turned into the hold.

At great risk of suffocation, urged on by their sturdy old commander, the sailors, working in short shifts, dropped into the hold and battled with the flames with great energy.

Smoke-breathing men crawled out of the hold from time to time during the day, and as they did others took their places.

By nightfall the flames were under control, and feelings of relief succeeded those of grave apprehension.

Worn out with anxiety and watching cabin and steerage passengers (disposed themselves about the deck for sleep. Very few of the cabin passengers went to their staterooms that night.

Early next morning, Wednesday, Oct. 24, Capt. Kaempff set the ship on a voyage homeward from the hold that part of the cargo that had been on fire.

All the burning and all the remnants of that part of the cargo which had been on fire were removed.

The fire it was then discovered had broken out in the after hold, among some bales of bed feathers on the starboard side. It had spread aft and destroyed a number of boxes of starch, rubber, beer in barrels, miter in barrels, boxes of music and a lot of toys.

The fire had its origin, it is supposed, in spontaneous combustion.

The remainder of the voyage was without adventure.

SURPRISED CHINAMEN.

They Try the Phonograph and Their Eyes Bulge Out with Surprise.

Did you ever see a Chinaman try a phonograph? No? Then you have missed one of the best things this world has to offer, says the Chicago Tribune.

At the beginning the Chinamen haven't an alibi. They are not to be deceived. Their eyes bulge out with surprise. His experience in this country hasn't been such as to give him any too much confidence in anything that has the slightest appearance of mystery.

He tried it, with the air of a man who thinks that it is all a put-up job, and that the instrument contains a cannon fire-cracker that will explode at the proper moment and wreck one side of his face.

At least that seemed to be the idea of the Chinamen at the Midway Plaisance at the World's Fair.

He waited until he had seen some Americans try it before he could be induced to go near it, and even then he had grave doubts as to whether he was not going to be burned.

He was preparing to attend his own funeral.

Then he got the strains of "Papa Won't Buy a Bow-Wow" and he was something similar, and he grinned. His eyes stuck out, and the proportions of the grin increased. He had a modicum of head and shuffling his feet.

His companions seemed to be going crazy, and he began talking at him at the moment. He was not a pivot, and the play of his features was a whole show in itself.

When the fire was finished there was an animated discussion among all the Chinamen in the party, and then each in turn tried it, each showing the same lack of confidence in the beginning, that the first.

Then they moved to another phonograph and got a new tune. The last seen of them they were standing on the down the Plaisance, spending their cash in trying all the phonographs they came to.

COUNT AND COUNTERS BATHYANTS HERE. Among the passengers who arrived on the steamship Columbia from Southampton to-day, were the Count and Countess Bathynants.

OLDEST WASHINGTON RELIC.

Mortgage Executed by William de Waddington in 1376.

Now in Possession of a New York Manuscript Dealer.

Mr. William de Waddington, a widely known New York broker in manuscripts, autographs, letters and things of that nature, returned last week from England, and brought with him, it is not the most interesting relic of the olden Washington, but a relic that is of value to those who have devoted time and money to the study of the Washington family, says the Boston Transcript.

The paper in question is a deed, or possibly an instrument, answering to our modern mortgage, executed by William de Waddington, the first of the Washington family, who held an estate in the County of Durham, England, within the manor of Lanchester, in the year 1376, and is in perfect condition.

The deed is a translation of the original, and is in the form of a parchment.

It shows all men present and is in the form of a deed, and is in the form of a parchment.

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HELP THE STARVING.

The Poor of Brunswick and the Sea Islands in Bitter Need.

Many Dependent Upon the Charity of Impoverished Neighbors.

"The World's" Relief Train Will Start in a Few Days.

Supplies of provisions and clothing and contributions of money for the relief of the starving and suffering people of the Southern coast are daily coming in more rapidly.

"The World's" relief train will start for the South in a few days, and those who wish to contribute to the relief of the starving and suffering people of the Southern coast are daily coming in more rapidly.

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OPEN EVENINGS. ESTABLISHED 1857.

POINTERS ON THE RACES.

Woodlawn Vase Handicap the Feature of Elizabeth's Opening.

The Entries Heavy and the Track Fast.

The two-year-old events will furnish good contests, and the opening dash has Kingston, Fernandina, Correction, Shelby, Little and other good ones named to go.

Kingston looks to have an excellent chance to win the opening event. Fernandina may be the runner up and Shelby the third.

The entries and selections are as follows:

First Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Second Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Third Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Fourth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Fifth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Sixth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Seventh Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Eighth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Ninth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Tenth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Eleventh Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twelfth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Thirteenth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Fourteenth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

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Nineteenth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twentieth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-first Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-second Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-third Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-fourth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-fifth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-sixth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-seventh Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-eighth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Twenty-ninth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

Thirtieth Race—Purse \$500, for all ages; six furlongs. M. J. Dwyer, Kingston, Shelby, Fernandina, Correction, Shelby, Little and other good ones named to go.

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